

THE WASHINGTON POST

DATE 29 JUN 73 PAGE D 17**The Federal Diary**

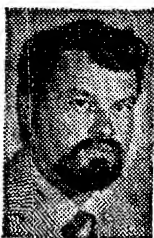
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Friday, June 29, 1973

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# Senate Panel Clears Pay Raise Plan

By  
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Political executives, congressmen and supergrade civil servants would get healthy pay raises this year under a no-fault salary-fixing plan cleared yesterday by the Senate Post Office-Civil Service Committee.

It would insure catch-up raises with industry every two years for members of Congress, the Supreme Court, Cabinet officers and top-graded federal workers. And it would take Congress off the politically painful fence it must now straddle every four years when faced with voting itself big pay raises just before an election.

Backed by the White House, the bill from Committee Chairman Sen. Gale McGee (D-Wyo.) and ranking Republican Sen. Hiram Fong (Hawaii) would speed up the executive pay raise machinery. Under the present system, it would be sometime next year before

government executives got a shot at a pay raise.

The timetable calls for Senate-House approval by August. This would give Mr. Nixon time to study, revise, and recommend executive-level pay raises. A blue-ribbon salary commission will have proposed upward adjustments ready for the President today or Saturday.

Supergrade federal workers (Grades 16, 17 and 18) are now limited to a \$36,000 pay ceiling, although government statistics say long-service executives are now entitled to around \$41,000 just to put them on par with industry counterparts.

The last executive pay raise came in 1969, giving members of Congress \$42,500, Cabinet officers \$60,000 and lesser political appointees \$36,000. That figure is also the ceiling for career employees.

Government pay rates have jumped 32 per cent in the period, but top-level careerists haven't moved up because of the \$36,000 ceiling.

Under the present system, top executive pay in government is revised every four years. Proposals go to the President from a 9-member non federal panel appointed

by the White House, Congress and Supreme Court.

Those recommendations are transmitted to Congress by the President in his annual budget message. According to that timetable, the raises would go to Congress in late January and go into effect in 30 days unless vetoed by either the House or Senate. Since 1974 is an election year, Congress might kill a pay raise for political reasons.

To avoid the election-year embarrassment, and end the big percentage jumps that accompany quadrennial raises, the Senate committee plan would have the study made every two years, and implemented in nonelection years. Indications are that the House Post Office-Civil Service Committee soon will produce a similar legislative package.

If the bill should get through Congress after the Independence Day recess, it could be on Mr. Nixon's desk in late July or early August. He would then take the recommendations of the 9-member salary panel, and after making changes he thinks necessary, pass them on to Congress. Unless either the House or Senate vetoed the salary plan, it would go into effect 30 days later.

Although most congressmen wear out their vocal cords crying for economy in government, very few have been known to turn down a personal pay raise. The no-fault provision of the pay bill would allow them to get the raises recommended by the President by doing nothing.

Two Republican "troublemakers" from Iowa, Reps. H. R. Gross and Bill Scherle, are planning to spoil the no-fault aspects of the bill. They have threatened to force a record vote on any congressional pay raise that is just what most members don't want.

Such a move could shoot down the entire pay package. The last congressional boost was for 41 per cent, and passed only because members didn't have to go on record as favoring it. If forced to vote on any new raise, most congressmen would prefer to do it in 1973, rather than next year, to give voters time to forgive and forget.

**Retirement Contributions:** Rep. Jerome R. Waldie (D-Calif.) has introduced a bill that would reduce employee contributions to the Civil Service retirement fund from 7 per cent to 6½ per cent.

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estimated fare of \$1.35 even at times when an automobile might be involved in congested traffic conditions.

This system would extend from the main metro system just north of Falls Church to the airport. Without this method of transportation, the Federal Government will be required to continue large expenditures for the deficits incurred at Dulles.

Present plans provide for a rapid rail to National Airport in the near future. Without a corresponding facility for Dulles, existing problems for the use of both airports would be aggravated. Based on information available, construction of a rapid rail to Dulles would accomplish several desirable objectives:

First. Assure the complete and expanded use of the facilities at Dulles Airport, thereby reducing the annual deficit;

Second. Provide a fast, convenient, and inexpensive link between our Capital and all other areas of national and international transportation; and

Third. Minimize the existing noise and air pollution problems and decrease traffic congestion and safety hazards at National Airport.

Mr. President, as I have said on many occasions on this floor and in committee, Dulles is badly underused and National badly overused. I have even put in a bill banning all but twin-engine jets from using National. As a pilot for some 38 years, it is my opinion that Dulles is the best jet airport in the country and National is the worst. The present bill may be the best method of changing this relationship.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall it pass? On this question, the yeas and nays have been ordered, and the clerk will call the roll.

The second assistant legislative clerk called the roll.

Mr. ROBERT C. BYRD. I announce that the Senator from South Dakota (Mr. ABOUREZK), the Senator from Alabama (Mr. ALLEN), the Senator from Nevada (Mr. BIBLE), the Senator from Florida (Mr. CHILES), the Senator from Idaho (Mr. CHURCH), the Senator from California (Mr. CRANSTON), the Senator from Indiana (Mr. HARTKE), the Senator from Colorado (Mr. HASKELL), the Senator from Minnesota (Mr. HUMPHREY), the Senator from Hawaii (Mr. INOUE), the Senator from Massachusetts (Mr. KENNEDY), the Senator from Utah (Mr. MOSS), the Senator from Rhode Island (Mr. PELL), the Senator from Illinois (Mr. STEVENSON), the Senator from California (Mr. TUNNEY), and the Senator from Indiana (Mr. BAYH) are necessarily absent.

I further announce that the Senator from Mississippi (Mr. EASTLAND), the Senator from Louisiana (Mr. LONG), the Senator from Washington (Mr. MAGNUSON), the Senator from Wyoming (Mr. MCGEE), and the Senator from Alabama (Mr. SPARKMAN) are absent on official business.

I also announce that the Senator from Mississippi (Mr. STENNIS) is absent because of illness.

I further announce that the Senator from North Carolina (Mr. ERVIN) is absent because of a death in the family.

I further announce that, if present and voting, the Senator from California (Mr. TUNNEY), the Senator from Illinois (Mr. STEVENSON), the Senator from Washington (Mr. MAGNUSON), the Senator from Minnesota (Mr. HUMPHREY), and the Senator from Florida (Mr. CHILES) would each vote "yea."

Mr. SCOTT of Pennsylvania. I announce that the Senator from Kansas (Mr. DOLE) and the Senator from Michigan (Mr. GRIFFIN) are absent on official business.

The Senator from Vermont (Mr. AIKEN), the Senator from Tennessee (Mr. BAKER), the Senator from Oklahoma (Mr. BELLMON), the Senator from Utah (Mr. BENNETT), the Senator from Hawaii (Mr. FONG), the Senator from Arizona (Mr. GOLDWATER), the Senator from Wyoming (Mr. HANSEN), the Senator from Oregon (Mr. HATFIELD), the Senator from Nebraska (Mr. HRUSKA), the Senator from New York (Mr. JAVITS), and the Senator from Illinois (Mr. PERCY) are necessarily absent.

If present and voting, the Senator from Oregon (Mr. HATFIELD) would vote "yea."

The result was announced—yeas 46, nays 18, as follows:

## [No. 270 Leg.]

## YEAS—46

Beall	Gurney	Randolph
Bentsen	Hart	Ribicoff
Brock	Hathaway	Saxbe
Brooke	Hughes	Schweiker
Buckley	Jackson	Scott, Pa.
Burdick	Mathias	Scott, Va.
Cannon	McClellan	Stafford
Case	McGovern	Stevens
Clark	McIntyre	Symington
Cook	Metcalf	Taft
Cotton	Mondale	Thurmond
Domenici	Montoya	Welcker
Dominick	Muskie	Williams
Eagleton	Nelson	Young
Fulbright	Packwood	
Gravel	Pearson	

## NAYS—18

Bartlett	Helms	Pastore
Biden	Hollings	Proxmire
Byrd	Huddleston	Roth
Harry F., Jr.	Johnston	Talmadge
Byrd, Robert C.	Mansfield	Tower
Curtis	McClure	
Fannin	Nunn	

## NOT VOTING—36

Abourezk	Eastland	Javits
Aiken	Ervin	Kennedy
Allen	Fong	Long
Baker	Goldwater	Magnuson
Bayh	Griffin	McGee
Bellmon	Hansen	Moss
Bennett	Hartke	Pell
Bible	Haskell	Percy
Chiles	Hatfield	Sparkman
Church	Hruska	Stennis
Cranston	Humphrey	Stevenson
Dole	Inouye	Tunney

So the bill (S. 2047) was passed, as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the National Capital Transportation Act of 1969, approved December 9, 1969 (83 Stat. 320), is hereby amended by adding at the end thereof the following new sections:*

"Sec. 9. (a) The Secretary of Transportation shall make payments to the Transit Authority in such amounts as may be requisitioned from time to time by the Transit Authority sufficient, in the aggregate, to finance the cost of designing and other necessary planning for a rail rapid transit line in the median of the Dulles Airport Road from the vicinity of Virginia Highway Route

7 on the K Route of the Adopted Regional System to the Dulles International Airport.

"(b) The transit line authorized to be planned in subsection (a) of this section shall include appropriate station facilities at the Dulles International Airport and at the point of intersection with the Adopted Regional System.

"(c) Upon completion of the transit line authorized to be planned in this section, all transit facilities and the underlying real estate interests appurtenant thereto shall become the property of the Transit Authority and shall be operated by such Authority.

"(d) It is the intent of the Congress in enacting this section that the transit line authorized to be planned in this section be designed and constructed as soon as practicable following the date of the enactment of this section.

"Sec. 10. (a) The Secretary of Transportation is authorized and directed to contract with the Transit Authority for a comprehensive study of the feasibility, including preliminary engineering, of extending a rail rapid transit line in the median of the Baltimore-Washington Expressway from the proposed Greenbelt Road Metro Station area near the Baltimore-Washington Expressway to the Friendship International Airport.

"(b) The study to be undertaken pursuant to subsection (a) of this section shall be completed within six months after execution of the contract authorized therein.

"Sec. 11. There is authorized to be appropriated to the Secretary of Transportation, without fiscal year limitation, not to exceed \$10,000,000 to carry out the purposes of sections 9 and 10. The appropriations authorized in this section shall be in addition to the appropriations authorized by section 3(c) of this Act."

Mr. BIDEN subsequently said: Mr. President, I have today voted against a bill, S. 2047, which would authorize \$10,000,000 to plan for a high speed rail line to Dulles Airport and to study the feasibility of a similar line to Friendship International Airport. The planning will cost \$10 million and the construction of just the Dulles line is expected to be \$90 million. Knowing the way construction costs escalate, it will probably be much higher than that. While I have actively supported other proposals before the Senate for mass transit, I could not in good conscience support this one.

This is a year in which the Senate is going to have to make hard decisions as to what the Nation's fiscal priorities should be. With our limited financial resources, we just are not going to be able to do everything we would like to do. Under the circumstances, I felt that this was not a justifiable national priority.

This proposed mass transit project benefits only a specific group of people who use the airways as a means of travel. There are many other mass transit projects throughout the country which would service a significantly larger segment of the population and are more badly needed. In addition all of the other federally assisted transit projects around the country, the local governments bear a portion of the cost. Even Maryland and Virginia have paid for a portion of the regular Metro system, but under this bill would not pay for these proposed extensions of that system.

In the light of the crying need for funds for mass transit throughout the country, I cannot believe that it is right for Congress to completely subsidize one special project which will serve relative-

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ly few people. I would much rather see this kind of money made available nationally on a matching basis so that Delaware and other States might have some chance of securing additional funds for mass transit.

I supported the opening of the highway trust fund for mass transit projects and I hope that this provision of the Highway Act will prevail. In fact, if this proposed project were to go forward, I would think it should be financed from highway trust funds. But, frankly, I do not believe it should go forward out of any funds on the basis set forth in S. 2047.

Finally, I would point out that the Highway Act as approved by the Senate (S. 502) contains a provision for a high speed bus demonstration project between Washington and Dulles International Airport. This seems to me to be a more practical approach and one that should be tried before moving to the costly capital improvements required by a rail system.

## THE CALENDAR

Mr. ROBERT C. BYRD. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar Nos. 275, 278, and 281.

The PRESIDING OFFICER (Mr. Cook). Without objection, it is so ordered.

## AMENDMENT OF THE FEDERAL SALARY ACT OF 1967

The bill (S. 1989) to amend section 225 of the Federal Salary Act of 1967 with respect to certain executive, legislative, and judicial salaries was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

S. 1989

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 225 of the Federal Salary Act of 1967 is amended as follows:

(1) Strike out the first sentence of subsection (b)(3) and insert in lieu thereof the following: "After the close of the 1969 fiscal year of the Federal Government, persons shall be appointed as members of the Commission with respect to the 1973 fiscal year and every second fiscal year thereafter."

(2) In subsection (f)(A), immediately before "and", insert the following: "Delegates to the House of Representatives,".

(3) In subsection (f), strike out subparagraph (E) and insert in lieu thereof the following:

"(E) the Vice President of the United States, the Speaker of the House of Representatives, the President pro tempore of the Senate, and the majority and minority leaders of the Senate and House of Representatives, except that the review of rates of pay of positions included in this subparagraph shall be made commencing with fiscal year 1975."

(4) In subsection (g)—

(A) strike out "and (D)" and insert in lieu thereof "(D), and (E)"; and

(B) strike out the last sentence and insert in lieu thereof the following: "Commencing with respect to fiscal year 1973, each such report shall be submitted on such date as the President may designate during the

period from January 1 through June 30 of the fiscal year in which the review is conducted by the Commission."

(5) Subsection (h) is amended to read as follows:

"(h) RECOMMENDATIONS OF THE PRESIDENT WITH RESPECT TO PAY.—Commencing in 1973, the President shall transmit to Congress, not later than the August 31 first occurring after the submission of the report and recommendations of the Commission under subsection (g) of this section, his recommendations with respect to the exact rates of pay which he deems advisable, for those offices and positions within the purview of subparagraphs (A), (B), (C), (D), and (E) of subsection (f) of this section (including recommendations to be effective in fiscal year 1974 in accordance with subsection (1) of this section with respect to positions included in such subparagraph (E))."

(6) Paragraph (1) of subsection (1) is amended to read as follows:

"(1) Except as provided in paragraph (2) of this subsection, all or part (as the case may be) of the recommendations of the President transmitted to the Congress under subsection (h) of this section shall become effective at the beginning of the first pay period which begins after thirty calendar days of continuous session of Congress following transmittal of such recommendations; but only to the extent that, between the date of transmittal of such recommendations and the beginning of such first pay period—

"(A) there has not been enacted into law a statute which establishes rates of pay other than those proposed by all or part of such recommendations;

"(B) neither House of the Congress has passed a resolution which specifically disapproves all or part of such recommendations; or

"(C) both.

The continuity of a session is broken only by an adjournment of the Congress sine die, and the days on which either House is not in session because of an adjournment of more than three days to a day certain are excluded in the computation of the thirty-day period."

## OCEAN POLICY STATEMENT

The Senate proceeded to consider the resolution (S. Res. 82) endorsing the objectives of the President's ocean policy statement which had been reported from the Committee on Foreign Relations with an amendment on page 3, line 8, after the word "coastal", where it appears the first time, strike out "zone" and insert "State".

The amendment was agreed to.

The resolution, as amended, was agreed to.

The resolution, as amended, with its preamble, reads as follows:

S. RES. 82

Whereas the oceans cover 70 per centum of the earth's surface, and their proper use and development are essential to the United States and to the other countries of the world;

Whereas Presidents Nixon and Johnson have recognized the inadequacy of existing ocean law to prevent conflict, and have urged its modernization to assure orderly and peaceful development for the benefit of all mankind;

Whereas the United States Draft Seabed Treaty of August 1970 offers a practical method of implementing these goals;

Whereas a Law of the Sea Conference is scheduled to convene in November-December

1973, preceded by two preparatory meetings of the United Nations Seabed Committee;

Whereas it is in the national interest of the United States that this conference should speedily reach agreement on a just and effective ocean treaty: Now, therefore, be it

*Resolved*, That the Senate endorses the following objectives, envisioned in the President's ocean policy statement of May 23, 1970, and which are now being pursued by the United States delegation to the Seabed Committee preparing for the Law of the Sea Conference—

(1) protection of—

(a) the freedoms of the high seas, beyond a twelve-mile territorial sea, for navigation, communication, and scientific research, and

(b) free transit through and over international straits;

(2) recognition of the following international community rights:

(a) protection from ocean pollution,

(b) assurance of the integrity of investments,

(c) substantial sharing of revenues derived from exploitation of the seabeds particularly for the benefit of developing countries,

(d) compulsory settlement of disputes, and

(e) protection of other reasonable uses of the oceans,

beyond the territorial sea including any economic intermediate zone (if agreed upon);

(3) an effective International Seabed Authority to regulate orderly and just development of the mineral resources of the deep seabed as the common heritage of mankind, protecting the interests of both developing and developed countries;

(4) conservation and protection of living resources with fisheries regulated for maximum sustainable yield, with coastal "zone" State management of coastal and anadromous species, and international management of such migratory species as tuna.

SEC. 2. The Senate commends the United States delegation to the Seabed Committee preparing for the Law of the Sea Conference for its excellent work, and encourages the delegation to continue to work diligently for early agreement on an ocean treaty embodying the goals stated in section 1.

## RESEARCH ON AGING ACT OF 1973

The Senate proceeded to consider the bill (S. 775) to amend the Public Health Service Act to provide for the establishment of a National Institute on Aging which had been reported from the Committee on Labor and Public Welfare with amendments on page 1, line 5, after the word "of", strike out "1972" and insert "1973"; on page 3, line 10, after the word "National", insert "Institute on Aging"; in line 11, strike out "On Aging"; at the beginning of line 13, insert "Institute on Aging"; in the same line, after the word "Council", strike out "On Aging"; in line 14, after the word "on", strike out "programs relating to the aged which are administered by him and on those"; on page 4, line 8, after the word "to", strike out "programs for the aged" and insert "functions of the Institute"; on page 6, line 7, after the word "program", strike out "designed"; in line 10, after the word "be", insert "designed"; and, at the beginning of line 13, insert "designed to be"; so as to make the bill read: